

## RURAL ROAD LEAGUE MANUAL IS CIRCULATED

New Edition Gives Valuable Information Relative to Road Improvement Organization.

### OFFICERS ALL BUSINESS MEN

Bulletin Just Issued Shows Road-Work Activities in Many Counties, Especially Along Sea-to-the-Mountains Highway.

The 1916 edition of the manual of the Rural Road Improvement League of Virginia is being distributed throughout the State. The manual is full of interesting facts relative to the Rural Road Improvement League, gives a brief history of the organization, the constitution and by-laws and the policy adopted by the league. The officers of the league are:

President, J. Sheppard Potts, of Richmond; vice-presidents, J. J. Owen, Green Bay; E. E. Worrell, Hillsville; W. E. Harris, Sabot; E. A. Stump, Richmond; E. M. McClure, Richmond; S. Winston, Middleburg; vice-presidents and treasurer, Roosevelt Page, Beaver Dam; vice-president and secretary, W. Ashby Jones, Jr., of Richmond.

because vice-presidents have charge of your districts in the road-improvement work.

Senators—The Rural Road Improvement League are:

follow your sentiment in favor of Blackie's appeal and to assist in from a convict where public funds are mitted, had a unavailable.

against the inter with constituted authority. The committee had improvement and by Blackie's building as much as the he considered.

had, took up the inter-county committee his charge the improvement of through, adds radiating from prin-

Senators of the importance of this work and would these objects.

every routes more road improvement at citizens' expense possible.

led which Good Accomplished.

mastered the following regarding the organization in road work in numerous lines:

Mr. is especially appropriate at this for I mention the committee of Han-

state Louisa, Albemarle, New Kent, York, on account of their recent activities in road improvement through the co-operation of citizens and road authorities.

In some parts of Louisa County, on this through highway, the citizens are taking charge of the portions of the road most convenient for them to manage, and are assisting their supervisors to make their limited public funds cover the necessary mileage on their principal roads.

In the summer of 1915 these citizens practically rebuilt the Hollins store to Cuckoo Road at an incredibly small expense. Four prizes were awarded them by this organization for their efficiency.

In Hanover County the supervisors are doing what they can to please citizens of their respective districts, and are accomplishing some good results. In Albemarle County the citizens have organized for the purpose of securing a greater mileage of improved roads at the least possible expense, in order to make their present road income cover as many miles of road as possible, and they are reported to be making very good progress. The Peninsula counties are working more as one unit and are to some extent co-operating with one another in their work. As these counties are somewhat dependent upon a sort of general co-operation for complete success in this work, it may be well to deal with them more in detail.

The roads in New Kent County have long been the subject of comment, and usually favorably. But now they have elected very progressive men to their board of supervisors, and through a special act recently enacted by the General Assembly, these supervisors are given the authority necessary to conduct their work properly and at minimum expense, which relieves some of the handicaps heretofore encountered. The citizens are working, too, for immediate improvement of their highways, and work is being started now to make this portion of the Sea-to-the-Mountains Highway as good as any road in Virginia.

Little Bethel Citizens Active.

Elizabeth City County needs more roads than its income for roads will allow, and the citizens in the neigh-

borhood of Little Bethel, on the Sawyer Swamp Road, have organized with us to co-operate with their supervisors for the speedy accomplishment of this object. In the busy season this road, in good condition, is worth approximately \$10 a day apiece to many of the people in this vicinity to haul the vegetables to market quickly to get the best prices and to prevent loss of crops in the field—four trips a day with big loads are worth something as compared with two trips and small loads. This county has very little road machinery of its own, but is installing some and securing some more from neighboring counties and private concerns. The people are very progressive and are certain that much will be accomplished immediately.

James City County is one of the most important links in this highway system, and it is the greatest benefit to the people of this county to start their road work now while the boom is on in and around Williamsburg to attract as much attention as possible to their country while conditions are favorable. That portion of the road in the extreme northwest part of the county for about three miles is in rather bad condition, but it is capable of easy and inexpensive improvement, which would add considerably to the social and business welfare of that part of the county and would reflect great credit upon the county authorities, who can certainly count on active co-operation in its speedy accomplishment.

York Roads in Fair Shape.

We are not familiar with the work in Warwick and York Counties, but it is generally recognized that the principal roads are in very fair condition and responsive to inexpensive methods of improvement.

This should encourage the people there to greater efforts for more roads of this type and more comfort and more prosperity as the very logical result.

These counties possessing many places of importance that they should call attention to themselves by giving access through good highway facilities.

We have covered the principal thoroughfares from Charlottesville, including Staunton, as well, through to Chesapeake Bay and the cities of Norfolk, Portsmouth, Newport News, Hampton and the great fortress of Monroe, with its many attractions.

and the magnificent Chamberlin Hotel, where health and pleasure combine for our enjoyment. This road is rich in tributaries, and affords an outlet to practically every part of the State, and an inlet to most of its points of attraction—and its immediate improvement to admit of through travel at all seasons is of great importance to all Virginia. Now is the time to begin this work in every county for the best results; and if county means are insufficient, let the citizens add some work, which will prove an excellent investment when you have accomplished this much for yourself and your community you have aided the progress and prosperity of the people of your county and of the entire Commonwealth.

MECHANICAL KNOWLEDGE NOT NEEDED, SAYS WILLYS

Overland, Model 75, Is Constructed Mechanically Perfect, and Causes Driver No Worry.

The average car owner of to-day has so little trouble with his motor that many drivers never even investigate that part of the mechanism which lies under the hood.

"I'll wager," said John N. Willys, president of the Willys-Overland Company, while discussing the subject at the Toledo factory several days ago, "that the majority of people who own and drive cars cannot give a clear explanation of the meaning of transmission, differential or any one of the fifty other semitechnical terms I might mention connected with the mechanical construction of an automobile."

"While this is true in the majority of cases, it does not follow that car owners are unappreciative of the many improvements that have been made."

"In the early days of the industry a man had to be an expert mechanic before he would venture far in his car. To-day not only the head of the family, but his wife and children, are as much at home at the wheel of a motor car as in a Pullman."

"The first things which attract a prospective car buyer are price and general appearance. These being satisfactory, he asks for a demonstration to find out if it is smooth running and

comfortable to ride in. Then he takes the wheel, and is surprised to learn how simple and easy it is to drive. Soon he has complete confidence in himself, and becomes a confirmed motorist."

"Our smallest Overland, Model 75, is a good example of the type of car that is adding thousands to the ranks of motorists. Its price is within the reach of all, in appearance it compares favorably with cars selling at a much higher price. Although it is smaller than our other models, it affords ample room for five passengers."

"Its mechanical construction, too, is so perfect that the inner workings need cause no worry to any driver, no matter how unmechanical he or she may be."

Polite Court Prisoners MUST WORK PUBLIC ROADS

Experiment in Georgia Shows Prisoners Benefit From Outdoor Work.

WASHINGTON, D. C., May 27.—Chatham County, Georgia, works able-bodied Police Court prisoners upon the public roads. These prisoners, who would otherwise be cowed up in jail, are not worked with the State or misdeemeanor prisoners, and cannot be put in stripes or chained at all.

The county also operates a large farm, where women prisoners or males unfit for road work are detained. The effort is to get all possible prisoners out of the jail and to give them work in the open air amid healthful surroundings.

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The county has constructed some fifty-nine miles of drainage canals, approximately 30 miles of small ditches, and, besides these, takes care of 182 miles of drainage ditches which are not strictly public, though they connect with the public drainage canals and ditches. Each year, as a sanitary precaution, the county cleans out and slashes with convict labor 835 miles of these ditches and canals. Last year there were forty-nine and one-half miles of new drainage canals and laterals dug. The county has also constructed and paved 110 miles of public roads, and has put in order 295 miles of unpaved road. All these were done with convict labor, without increased taxation or bonds.

The National Committee on Prisons is conducting a nation-wide investigation of conditions in county jails. Idleness is found to exist in the majority of these institutions, even where physical conditions are not harmful to the prisoner. The committee urges upon other counties the opportunity to benefit both their prisoners and themselves by following the example of Chatham County and developing wholesome outdoor work for idle convicts. This is a better solution than new jail buildings for overcrowded jails and will surely be adopted more and more widely.

Kline Cars Becoming Popular.

The Kline Car Corporation reports a large number of sales made in this territory and vicinity, and for the short time the Kline model has been on the market, the number to be seen upon the streets of this city is noteworthy, and shows that Richmond people appreciate the product of the local plant.

The Kline Company's motto is both fabric and cord, motorcycle tires,

"Richmond Made" and "Guarantee and Service That Saves Money."

While sales are increasing daily, the company has no hesitancy in promising prompt delivery, notwithstanding the fact that the material market is closed. The Kline Company has sufficient material on hand to keep the plant in operation for quite a while.

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Twenty-Eight Car Loads of Material Used in Staging Six Separate and Distinct Displays.

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Goodyear's present national display campaign is being conducted on a scale not heretofore attempted by any tire company and involves the use of twenty-eight car loads of materials. Six separate and distinct displays are provided, featuring automobile tires, both fabric and cord, motorcycle tires,

bicycle tires, lawn hose and tire accessories, and so arranged that the setting for any one of the six displays may be used in making up the other five, so that a dealer may feature all of the six different products in succession without changing his background and floor covering.

The background is a three-panel unit showing a five-color scene in the rubber growing regions. Three carloads of lumber were used to make these panels.

CADILLAC AGAIN FIRST IN TIRE-MILE CONTEST

Wins First Prize With 27,220-Mile Record, for Second Time Within Two Years.

For the second time in two years a Cadillac has won first prize in the annual tire mileage contest conducted by the Ajax Rubber Company, Inc. The result of the contest, which covers a year's use of its tires, has just been announced by the Ajax Company.

This year the first prize of \$500 goes to George C. Mathis, who secured the remarkable tire service represented in 27,220 miles. Mr. Mathis drives a Cadillac for Mrs. J. D. Jackson, of New Haven, Conn. His record is 5,200 miles better than that of last year's head winner, Garth C. Jensen, who hung up a mark of 21,985 miles, also with a Cadillac, owned by John N. Welshy, of Stevens Point, Wis. It is required that contesting mileages be sworn to by the owner of the car and also by the driver where one is employed. Mathis won a smaller prize with the same car in last year's contest, with a record of 14,109 miles.

The next highest mark in the contest just closed was 35,848 miles, which brought the \$300 prize to Charles V. Finck, of Dayton, O., who drives a Pierce-Arrow for Maurice Costello.

There were ten Cadillacs among the more important of the 208 prize winners, and eight of these Cadillacs exceeded 10,000 miles, their average being 14,733 miles.

As in last year's contest, there was a larger number of Cadillacs among the winners than any other one make of

car. Thus another year serves to emphasize the interesting feature which was also developed last year, namely, that the cars of lighter weight do not show strongly among the highest mileage records. Seven of the winners of the first eight prizes were drivers of cars which are generally regarded as the more substantial types, while only one of the \$100 prize winners was a light car.

STUDEBAKER SHIPMENTS GREATEST IN HISTORY

Second Quarter of Current Year Promises to Eclipse Record-Breaker in First Quarter.

While the first three months of this year marked the largest quarter in the history of the Studebaker Corporation, the present quarter, from every indication, is certain far to surpass the previous one, from the standpoint of production and sale of cars.

Sales of Studebaker cars for the first quarter of the current year, ending March 31, were 16,352 automobiles, as compared with 9,400 for the same period a year ago, an increase of 75 per cent. The completion of the new \$1,000,000 factory extensions will be a considerable factor in enabling Studebaker to increase its output for the present quarter, and the easing up of the freight situation will permit of shipping all the cars that can be built.

With the largest selling organization in its history, numbering 5,700 dealers, the problem of distributing this year's record output will be a simple one for Studebaker. As an indication of the effort being made to catch up on orders, take care of dealers and incidentally set a new record for Studebaker during the current quarter, the high-water mark of 430 cars shipped in a single day was recently made.

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